fore us into the heavens, in the hope of the future communion, renewed and perfected on high. If to-day were offered to me choice of a pathway in life the most alluring and rewardpathway in life the most alluring and rewarding. I should choose none other than that which has been given me—the pathway of a Christian pastor, joyfully trying to bring to men the grace and glory of the Lord's Gospel. If the choice of any place for Christian labor were again set before me, I could choose no other than this city, so long the object of my joyful affection and pride; than this church, in which my heart's life has so tenderly and so deeply been garnered up.

May God still have us in His holy keeping till

een garnered up.

May God still have us in His holy keeping till the end of life on earth has come, and then open to us in His unspeakable grace the gates of the Immortal Temple, and unto Him be all the praise! Most affectionately your pastor, RICHARD S. STORRS.

DR. STORRS COULD NOT BE SEEN. When a Tribune reporter visited the house of Dr. Storrs, at No. 80 Pierrepont-st., Brooklyn, he learned that the doctor would see no visitors. He had not been out of the house in the course of the day, but seemed to be improving.

It seems to be the prevailing sentiment among the members of the church that matters will be se arranged that Dr. Storrs can become pastor emeritus, and provisions made so that, while he can be perfectly independent, he may still serve the church in such ways and at such times as his strength will allow.

The relations between paster and people have been so close for more than half a century that it is hard for them to realize that they are to end, as far as his being the active head of the church is concerned.

In speaking of the resignation George P. Stockwell, of No. 37 Remsen-st., who is one of the prominent members and an officer, said:

This is not a hasty action on the part of Dr. Storrs. He has given careful thought to it for some weeks, and has come to the decision that his weakness—physical and not mental in any sense—is such as makes it seem necessary for him to take such action. The various demands on the paster of such a large church are more than he feels he has the strength to meet. Dr. Storre's physicians speak confidently of his recovering his strength in time. If he is relieved of excessive cares and labors. While I cannot forecast the action of the church in reference to this matter it is my opinion that they will see that such arrangements are made as will tend to give Dr. Storrs his larger liberty and satisfaction and happiness.

NEVER ANY TROUBLE IN THE CHURCH. In speaking of Dr. Storrs's work Mr. Stock-

It has been a record almost unequalled in the history of pastorates, that one man should fill one pulpit for nearly fifty-four years, confill one pulpit for nearly litty-four years, continuously, with the utmost harmony existing between the church and pastor. There has been no friction, no irritation of any kind. Everyone loved Dr. Storrs. Everyone will feel a personal loss. We do not feel, however, that we are losing our pastor. It is looked upon rather as a sort of crowning of fifty-four years of labor with the church, and I am sure that such action will be taken as will show our affection for him and be taken as will show our affection for him and consideration for his future happiness.

The Dike family, of No. 194 Columbia Heights are also prominent members of the Church of the Pilgrims. Mrs. Camden C. Dike had been unable to attend church in the morning and had not heard of the resignation.

"It is prostrating and overwhelming," she said. "I can hardly realize it. Dr. Storrs has been my pastor for nearly forty years. It shows to me that he must have come to the realization that his health is not as strong as he had believed. One of the last things he said to me before his illness, when we were speaking of the labors of a minister, was:

"'I can't imagine preaching as hard. It is to me a positive delight."

"It was and it wasn't a surprise to me," said Joseph E. Brown, one of the officers of the church. Dr. Storrs had thought this matter all out, and then a day or so ago informed some of us of his decision. I think there is little doubt that under the circumstances the church will vote to accept the resignation, however sad it may be for us to sever the relations of so many years. As to a successor or the future plans of Dr. Storrs it is too early now to speak."

speak."
From all that could be learned yesterday Dr. Storrs has no intention of leaving Brooklyn for any extended period of rest. Of course, there has been no time to talk of a successor. One of the members said that probably the Rev. Dr. Edward B. Coe, of Manhattan a son-in-law of Dr. Storrs, who has occupied the pulpit of the Church of the Pilgrims since the latter's illness, will continue to supply for the present.

DR. STORRS'S CAREER.

The Rev. Dr. Richard Salter Storrs was born in Braintree, Mass., on August 21, 1821, and comes of a stock in which long pastorates have abounded. He was the third member of his family to bear the name of Richard Salter, both his father and grandfather having been the Rev. Dr. Richard Salter Storrs. His great-grandfather was the Rev. Dr. John Storrs, who was born in Connecticut, and who was at one time pastor of a church at Southold, Long Island. Dr. John Storrs died at Mansfield, Conn., in 1790. The father of the present Dr. Storrs was born in Long Meadow, Mass., and was pastor of the First Congregational Church of Braintee, Mass., for sixty-two years, with a single break of five

for sixty-two years, with a single break of five years, when he was agent of the Home Missionary Society. The father of the elder Richard Salter Storrs had charge of a church in Long Meadow, Mass., for a third of a century.

The present Dr. Richard Salter Storrs has been the pastor of the Church of the Pilgrims for the last fifty-three years. He has been its only pastor, and it has been the only church to which he has administered, with a single exception. He was educated at the Monson Academy, Mass., and at Amherst College. He was graduated from Amherst in 1830. After leaving Amherst he entered the law office of Rufus Choate, where he remained for two years. When he was twenty years old he gave up the study of law he entered the law office of Rurus Choate, where he remained for two years. When he was twenty years old he gave up the study of law and turned his attention toward the ministry, entering the Andover Theological Seminary, from which he was graduated in 1845. His first pastorate was in the Harvard Congregational Church, in Brookline, Mass, where he remained one year. He was ordained on October 22, 1845, and in November, 1846, he was called to

Brooklyn.
In 1848 Dr. Storrs, Dr. Leonard Bacon and Dr. Joseph P. Thompson founded "The Independent," and Dr. Storrs remained one of its

pendent," and Dr. Storrs remained one of its editors until 1861.

Dr. Storrs is known not only as a leading preacher, but as a convincing platform speaker and an earnest worker in behalf of good causes. When he was asked a few years ago what had been the principal aim of his ministry he said that he had not given up his pulpit to the discussion of ecclesiastical or political disputes. When he had had something to say on these subjects he had said them outside of his pulpit. Nor had he dwelf largely on subjects of social reform. His conviction was that the Biblical way was the best, and that systems of theology, though they must be at the base of every victorious church, need not be so much used in the pulpit. His controlling aim had been to act on the mind, heart and spirit of his congregation, and to preach according to the Gospel.

and to preach according to the Gospel.

Since the formation of the Republican party Dr. Storrs has been a firm supporter of its principles. In speaking of it once on the question of protection he said: "I am steadfastly in favor of protection he said: "I am steadfastly in favor of the policy of protection for American industries. I am sure that the best final condition of the demands that all varieties of skilled Nation demands that all varieties of saided labor for which apprapriate materials exist here should be domesticated and encouraged among us, and that all philanthropic and Christian enterprises going on in this land have an interest in this result." He has been ever awake to the needs of the citizens of Brooklyn, and

> The Telephone System of Manhattan has doubled in the past three years. The Rates have been reduced. Greater facilities at less cost appeal to all.

35, 000 STATIONS All stations have standard equipment; the rate varies with the use of the service from \$75 a year. NEW YORK TELEPHONE COMPANY 15 Dey Stre some years ago he did not hesitate, when called on to do so, to accept the office of Park Commis-sioner in Brooklyn.

SOME OF HIS MANY BOOKS.

Besides his numerous lectures, sermons and addresses Dr. Storrs has published many books, Among the best known are "Graham Lectures on the Wisdom, Power and Goodness of God, as Manifested in the Constitution of the Human Soul," and "The Conditions of Success in Preaching without Notes," "The Early American Spirit and the Genesis of It," "The Declaration of Independence and the Effects of It,"
"John Wychife and the First English Bible,"
"Recognition of the Supernatural in Letters
and Life," "Manliness in the Scholar," and "The

"Recognition of the Supernatural in Letters and Life." "Manilness in the Scholar," and "The Divine Origin of Christianity Indicated by Its Historical Effects."

In 1881, when Dr. Storrs had completed the thirty-fifth year of his pastorate, the congregation gave \$35,000 to him. Ex-Congressman S. B. Chittenden made the presentation speech, and handed to his pastor a certified check for the sum mentioned. The celebration of the fiftieth anniversary of the installation of the Pilgrims was held on November 15, 1896. At the anniversary service Dr. Storrs said that in the anniversary service Dr. Storrs said that in the anniversary service Dr. Storrs said that in the fifty years in which he had been pastor of the church \$1,500,000 had been collected from the congregation to promote the cause of humanity and Christianity in Brooklyn and in the world.

Dr. Storrs married a daughter of Francis Jenks, of Boston. on October 1, 1845, who, as stated, died about two years ago.

The degree of D. D. was conferred on Dr. Storrs by Union College in 1853, and by Harvard in 1859. Princeton gave to him the degree of LL D. in 1874.

vard in 1859. Princeton gave to mind of LL.D. in 1874.

He has been called to many important churches since he went to Brooklyn, but he has steadfastly refused to feave the Church of the Pil-

WIRELESS TELEGRAPHY.

CONGRESS WILL BE ASKED TO MAKE AN APPROPRIACION.

ADVANTAGES AND DISADVANTAGES OF MARCONI'S SYSTEM POINTED OUT-

ITS VALUE IN WARTIME. [BY TELEGRAPH TO THE TRIBUNE.]

Washington, Nov. 19.-Rear Admiral Bradford says he will ask Congress to authorize a further trial of the Marconi system under conditions of actual practice in the Navy. While the system has its shortcomings, and in the tests on the New-York and the Massachusetts at sea operated disappointingly in comparison with all that naval officers had been led to expect from accounts of its success abroad and at the yacht races, it certainly demonstrated its great, value as an auxiliary equipment to warships in squadron work and as a means of extending the outer line of defence many miles beyond the opdinary limits of vision at present utilized.

The members of the Naval Board which conducted the trials were satisfied that the skilful inventor will find means speedily to overcome the manifest deficiencies in his apparatus, and their opinion is shared by the higher Naval Bureau officials, although the Army experts continue to be sceptical regarding Marconi's methods and are trying to find other solutions of the wireless telegraphy problem. While Admiral Bradford is convinced that the system as now operated will be gradually and in all probability rapidly improved, he is reasonably satisfied that even in its present condition it ought to be installed on a large number of vessels, where its value would be indisputable in maintaining free communication between warships in proximity to each other, though too far apart to communicate readily by visible signals. Marconi's proposition to the Navy Department involves an advance payment of \$20,000 and an annual royalty of at least \$10,000 after the first year. He stipulates that twenty sets of apparatus for which he is to be paid \$500 for each set shall be taken, and that a rental of \$500 a year for each set shall be paid as long as the system is utilized. He promises to give to the Navy the benefit of all the improvements he makes, and to replace the instruments by later patterns as often as may be necessary for their more efficient operation, but the Navy will have to pay for all repairs and meet the actual cost of all changes.

The royalty portion of the contract he proposes is similar to that of the telephone rental plan. As no such amount of money is available for meeting such expenses, the necessity arises for submitting the matter to Congress.

THE SYSTEM'S WORTH.

the New-York-Massachusetts cruising trials Marconi had two types of apparatus, one representing material advances over the other. The favorable report of the Trial Board was based on the performance of the better of these instruments, except where the reverse was specifically noted. Among the weaknesses enumerated in the Board's conclusions were the following:

The greatest distance of communication with The greatest distance of communication with Navesink was five and one-half miles. Communication may be interrupted altogether when tall buildings with iron framing intervene; the rapidity is not greater than twelve words a minute for skilled operators; the shock from the sending coil may be quite severe and even dangerous to a person with a weak heart; the sending instrument and wire would injuriously affect a compass if placed near it, and most important rational messages are rendered impossible berational messages are rendered impossible be-tween two stations if another station within their influences sends unintelligible or disturb-ing signals. The liability to accident from lightning was not ascertained, nor was the effect of extreme dampness fully determined.

The most obvious advantages of the system as it now operates were as follows:

Ships in squadron can signal in rain, fog, darkness and in a heavy seaway; the accuracy of messages and the secrecy of cipher messages are assured; between large ships the range is at least thirty-five miles; between torpedo boats it is at least seven miles, and the system is adapted to the telegraphic determination of dif-ferences of longitude in surveying.

RANGE SHOWN BY TRIALS.

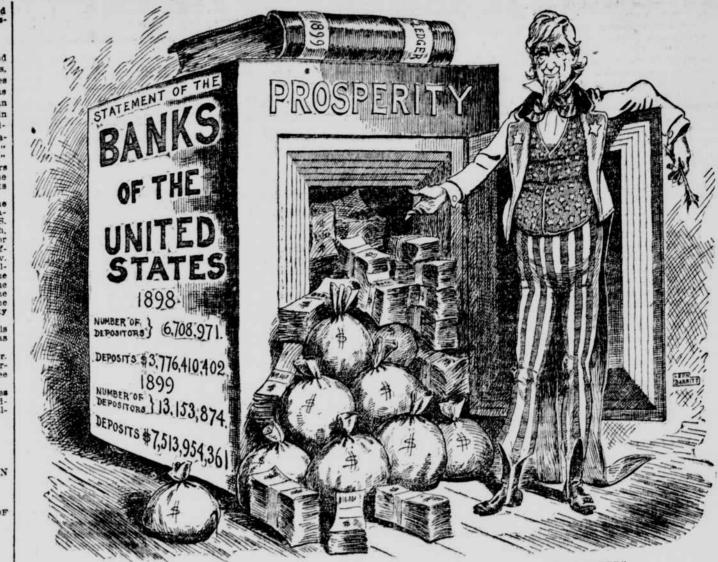
The Board's declaration concerning range is of the utmost importance. If no further improvements in that regard are ever made, the system must soon be recognized by naval experts as absolutely indispensable to warships co-operating upon any duty, and especially in coast defence. It was found, the Board says:

Between large ships (height of masts 130 and 140 feet above the quarterdeck) the range is at least thirty-five sea miles at sea and one-half mile or less when tall buildings with steel frames interfere. Between a large ship (height of mast 140 feet) and a torpedo boat (height of mast 45 feet) across open water, signals can be read up to seven miles on the torpedo beat and eight and a half miles on the ship. Marconi declares that the new instruments

which he would supply to the Navy would enable a torpedo boat to send a message more than fifteen miles to a large ship, although the length of its mast would not permit to receiv a message from a station more than seven miles away. With these conditions realized, a ship with a high mast, if located sixteen miles off Navesink, could receive news fifteen miles beyond at sea, from a torpedo boat patrolling on beyond at sea, from a torpedo boat patrolling on the lookout for an enemy, and give to the home fleet in the lower harbor and the forts two hours' notice of the hostile approach. With such a system, when General Shafter's army was starting from Tampa, the report of a Span-ish squadron in the Bahama Channel would never have started. To Boston would have been spared frequent alarms in the dead of night, and the flagship New-York could have ex-changed messages with San Juan Hill day and night, and have avoided the unfortunate ex-pedient of going to Siboney on July 3.

MICHAEL E. HEALEY DEAD.

fichael E. Healey, treasurer of the Bay Ridge Athletic Club and a business man of South Brookdied at his home, No. 99 Fourth-at., Brooklyn, Saturday morning. As a distance runner Healey was best known in the athletic world. He won the five mile championehip of Long Island and various medals in field and track sports. He was a mamber of the team that won the cross country championship of the Long Island Association eight years ago. The funeral will be held at St. Mary's Church, Brooklyn, at 10 a. m. to-morrow.



UNCLE SAM: "A MAGNIFICENT SHOWING-THE FIGURES TALK FOR THEMSELVES."

PROSPERITY IN SHIPPING.

AMERICA LEADS THE WORLD IN THE TONNAGE OF COASTING VESSELS.

COMMISSIONER CHAMBERLAIN POINTS OUT THE NEED OF AN IMPROVED MERCHANT MARINE -ENGLAND'S EXPERIENCE WITH THE

FREE SHIP POLICY

Washington, Nov. 19 (Special).-The annual reof Mr. Chamberlain, the Commissioner of Navigation, shows that American shipping industries shared in the general prosperity of the country during the last fiscal year. The returns disclose more satisfactory conditions than those of any former year in the bureau's history. The total documented tonnage on June 30, 1898,

comprised 22,728 vessels, of 4,864,238 gross tons, which is the largest since 1865. The tonnage operated under United States coasting laws, 21,397 ressels, of 4,015,992 gross tons, is the largest in American history, and greater than the coasting onnage of any other nation. The steam tonnage, 2,476.011 tons, for the first time exceeds the tonnage of all other craft. In the rest of the world steam nage eleven years ago exceeded sail tonnage, American tonnage registered for foreign trade remains squall, and last year American vessels car-ried a fraction less than 9 per cent of the exports and imports, the smallest percentage in the history of the country. Based on Bureau Veritas returns, the world's scagoing sail tonnage in the last quarter of a century has decreased from 14,185,826 tons to 8,692,760 tons, a decrease of 40 per cent. The decrease in the United States has been at the average rate. The world's seagoing steam tonnage in the period has increased from 4,328,193 tons to 18,887,132 tons, or 336 per cent. The phenomenal is creases have been Norway's, over 1,400 per cent, and Germany's, nearly 700 per cent. The increase of the United States has been only 68 per cent, and the increase of American steam tonnage registered for foreign trade on the Atlantic and Gulf coasts has been only 38 per cent. The development of Alaska within the last few years has caused a rapid increase in Pacific Coast tonnage. Within the last twenty years the United States in seagoing steam tonnage has dropped from the second place, next to Great Britain, to the fourth position, below Germany and France, and, if steamships in foreign trade alone are considered, below Norway and Spain, and only slightly ahead of Japan. The report reviews briefly the legislation of other nations in behalf of their merchant shipping, showing that last year European nations and Japan expended over \$25,000,000 to promote it in various forms, while the United States spent only \$998,211. On their steamship lines to China and Japan foreign nations steamship lines to China and Japan foreign nations expended about \$5,000,000, while for the same pur-pose the United States expended less than \$49,000. The establishment of two or more fast American steamship lines on the Pacific Coast to connect with Asia will furnish the capitals of Western Europe with closer mail and passenger connections by from three to five days than is now possible by the heavily subsidized British, German and French steamship lines through the Suez Canal.

IMPROVING THE MERCHANT MARINE.

The reasons which impel other nations to develop their merchant shipping, says Mr. Chamberlain, apply with equal force to the United States. Among them are, first, the relations of the Navy to the merchant marine as an element of National defence; second, relations of a merchant marine to insular territory; third, its relations to new markets in Asia, Africa, Australia and South America: fourth, the necessity for the best ocean mail facilities under the flag; fifth, the relation of the merchant marine to exports and imports, and the value of the carrying trade, and, finally, the promotion of ship building and contributory industries. By various methods of computation the annual value of the ocean carrying trade of the United States is estimated at about \$175,000,000, including passenger and immigrant fares and payments for ocean malls to and from the United States. The argument that American shipping in the foreign trade is handicapped by tariff duties is met by reference to progressive legislation, be ginning in 1872, by which for the last five years all naterials for the construction of American vessels in the foreign trade and all supplies for such vessels have been exempt from duties. Tonnage taxes which are imposed equally on foreign and American vessels, are the only form of Federal taxation on American shipping. The proposition to repeal onnage taxes would, therefore, in effect be equivalent to a bounty of about \$750,000 annually to foreign shipping, and would relieve American shipping of only \$80,000 of taxes annualty.

The report then takes up the five methods which have recently been suggested for the promotion of the American merchant marine. It is pointed out that discriminating duties on cargoes in forign vessels, or on the tonnage of foreign vessels, are an impracticable remedy, on account of the provisions in the treaties of the United States with nearly all the nations of the world, prescribing equal treatment for foreign and American vessels in the matter of duties and charges. The same objection also applies to the proposition to grant bounties on exports in American vessels, as by the terms of the principal treaties America is obliged to grant the same bountles on exports in foreign vessels as in American vessels. The proposition to grant American registry to foreign built vessels in the foreign trade is not regarded as feasible, in view of the unanimous rejection of that proposiion four years ago by the Senate Comm Commerce, and on account of the fact that American ship owners and ship builders are united in opposition to the measure. It is also pointed out that, regardless of the merits or demerits of the proposition, its adoption would probably disappoint its advocates, in view of the fact that the cost of operating vessels under the American flag is concededly much greater than the cost of operating foreign vessels.

THE FREE SHIP POLICY.

The adoption of the free ship policy by Great Britain has not contributed in any way to her maritime development, as vessels for many years have been built more cheaply to Great Britain than elsewhere, and in point of fact, vessels built out-eide of Great Britain are seldom registered under the British flag, with occasional exceptions in the colonies. The success of the free ship policy in

Norway and other Scandinavian countries is due to their very large maritime population, which renders it necessary for the governments of those countries to encourage the purchase of vessels built in Great Britain in order to afford employ ment for their seamen. Even then the tonnage under the Norwegian flag is insufficient to furnish employment for Norwegian sailors, who consti-

employment for Norwegian sailors, who constitute a large part of the crews of British vessels and of American vessels, both in the coasting and in the foreign trade.

The rates of wages paid to Norwegian sailors are much lower even than those paid on British or German vessels, and the general cost of operating vessels under the Norwegian flag is less than under the British flag. These conditions, none of which obtain in the United States, have rendered the adoution of the free ship policy by Norway a national necessity. The conditions in Germany, in so far as the cost of operating vessels is concerned, are analogous to those in Norway, and up to 1885 there were very few occan steamships under the German flag built in Germany. The development of German shipyards since 1885 is attributable in part at least to legislation, advocated first by Prince Bismarck, through which a heavy subsidy was granted to the North German Lloyd Steamship Company, which owns all but four of the fast steamships under the German flag, and to the German law, by which materials for steamships are carried on the Government railroads at low rates of freight. The proposition to develop the merchant marine through ocean mail subsidies is only a partial solution of the question. While the need of at least two fast mail steamship lines to Asia and one to South America is indisputable the establishment of such lines would not suffice to put American navigation and shipbuilding on a satisfactory basis.

SENATOR FRYE'S BILL CONSIDERED.

The report in the main is devoted to a consideration of Senate Bill No. 5,590, reported by Senator Frye at the last session as a substitute for the bills introduced by Senator Hanna and Representative Payne. It is pointed out that the maximum ex-penditure under that bill for any one year is fixed at \$9,000,000, from which, however, should be deducted \$1,500,000, the present cost of carrying ocean mails on American vessels, which will continue, whatever the fate of the bill may be. The actual maximum annual expenditure proposed by the bill maximum annual expenditure proposes by the maximum annual expenditure proposes by the sail American vessels registered for foreign trade were fully occupied throughout the year, at the present time the new expenditure under the bill would be, in round numbers, \$3,000,000. Before the maximum is reached the capacity of American shippards must be increased many times, and the tonnage under the flag engaged in the foreign trade

maximum is reached the capacity of American shipyards must be increased many times, and the tonnage under the flag engaged in the foreign trade multiplied several fold.

This increase in the capacity of American shipyards and in the tonnage in foreign trade will show ability on the part of the United States to compete on more nearly even terms with foreign nations. The pro rata reductions in compensation provided for when the maximum expenditure of \$3.99,000 is reached will thus coincide with the lessened need of Government assistance. During the decade ending 1898 the shipyards of this country produced only 213,000 gross tons of ocean steamships. While in the same period German yards turned out \$50,000 gross tons and British yards \$3.89,000 gross tons. The difference in the cost of construction and operation of American and British vessels is considered in some detail. It is also pointed out that of the 362 steamships of 14 knots or over now in existence in the world, over 80 per cent are receiving in one form or another assistance from the governments to which they belong, aggregating upward of \$20,600,000. This is deemed justification for the proposition in the bill to give a distinct allowance to American steamships of 14 knots or upward.

Comparison is made at length between these special rates under the bill with the eight principal British ocean mail contracts, and it is shown that while the British mail contracts and it is shown that while the British mail contracts involve the annual payment of \$3,900,000, the payments under this bill designed as an offset to the British payments for similar services with similar vessels under the bill, however, to those quarters of the globe will not be compelled to pay Suez Canal tolls, and the compensation proposed will thus be adequate. Comparison is also made in detail with the new North German Lloyd subsidy of \$1.320,000,000, and it is shown that overseponding American steamships is much lower than the corresponding cost of American vessels.

WAGES OF SEAMEN.

Full official tables of the wages of American and British vessels are printed, and to elucidate the conditions the monthly payroll of five steamships. each of about 2,500 gross tons, is printed in full. the American Cherokee's roll being \$1,385, the British Critic \$852, the German Sonnenburg \$646, the Dutch Teutonia \$554 and the Norwegian Fortuna \$511.

Dutch Teutonis \$554 and the Norwegian Fortuna \$511.

The report also recommends moderate increase in tonnage taxes, equalizing them with those imposed at the principal European ports; favors the passage of bills applying the laws of the United States relating to commerce, navigation and mechant seamen to Hawaii and Porto Rico, thus bringing those islands under the coasting laws of the United States. It is recommended that vessels owned by Cubans be placed by law on an equality with vessels belonging to the most favored nation. Under an existing statute it has been necessary to impose a tonnage tax of \$1\$ per gross ton-practically prohibitory-upon such vessels, and this injustice can be remedied only by legislation.

Under the so-called White bill for the protection of seamen American sailors now enjoy a larger degree of personal liberty than ever before, and much more than the seamen of any other nation, that law radically changing the nature of the seaman's agreement. Reports from shipping commissioners show that the allotment sections have been of decided benefit to seamen, and that efforts to break down these sections during the spring and early summer have failed, and the law is in the main successfully enforced. Attention is directed to the menace to navigation resulting from long tows of coal barges along the Atlantic Coast, especially at New-York, Boston and other important harbors, and of the large timber rafts on the Pacific Coast. Besides the usual tables the report contains a list of the world's fast steamships and of American steamships registered for foreign trade at the end of the fiscal year, and tables showing the distances between the seaports of the United States and the principal sea ports of the rest of the world.

LOTOS CLUB HONORS JOHN ELDERKIN. The Lotos Club gave a dinner on Saturday night in honor of John Elderkin, a member of the club's Art Committee, in pursuance of its custom to give a supscription dinner each season for some mem-ber of the club who has been conspicuous in furthering the interests of American art. The din ner on Saturday night was attended by about fifty members of the club and their guests, members of the club and their guests, among whom were J. Q. A. Ward. Charles de Kay, Colonel George C. Briggs, Walter Logan, J. N. Raffaeily, Homer Lee, George W. Inness, Jr. George E. Schenek, Samuel Untermeyer, John B. Ladd. H. Durandruell, George H. Bogart, H. B. Wilson, George H. Daniels, Dr. W. W. Walker, William T. Evans, William Henry White, Horatio N. Fraser, H. H. Harrison, W. J. Ives, H. G. Fiske, H. J. Davis and President Frank R. Lawrence.

If Thomas Reid, joiner, a native of Johnstone, Ren-frawshise, Scotland, who left Johnstone for America in 1882, will communicate with Measure HOLMES, MAC-TAVIEII & CO., writers, Johnstone, he will hear of some-thing to his advantage.

AMERICAN GOODS IN CHINA

GAINING FAVOR MORE RAPIDLY THAN THOSE OF OTHER NATIONS.

Washington, Nov. 19 (Special) .- American products seem to be gaining more rapidly in favor in China than those of any other nation. The annual report of the Inspector General of Customs of China, covering the year 1898, just received by the Treasury Bureau of Statistics, shows an increase of nearly 40 per cent in imports into China from the United States, while the increase in total imports is less than 5 per cent. Imports into China from the United States in 1898 were 17,163,312 Haikwan taels, against 12,440,302 taels in 1897, an increase of 4,723,010 taels, while those from Great Britain, America's most active rival in Oriental trade, fell from 40,015,587 taels in 1897 to 34,962,474 taels in 1898, while from the Continent of Europe the 1898 imports also showed a slight reduction, being 10.852, 738 taels, against 11,800,974 taels. The imports into China from Hong Kong are, of course, largely of European origin and amounted in 1898 to 97,214,017 taels, against 90,125,887 taels in 1897. Even assuming that all of the imports into China from Hong Kong and Macao are of European origin, and combining them with those from Great Britain and the Continent of Europe, they make a grand total of European products imported into China in 1898 of 146,376,946 Haikwan taels in value, against 145,-457.326 taels for 1897, thus showing a gain in European products imported into China in 1898 of less than 1 per cent, while those from the United States, as already indicated, show a gain of nearly 40 per

The following table shows the imports into China 1,000,000 Hatkwan taels. The value of the Hatkwan tael, according to the latest estimate of the Diotor of the United States Mint is 71 & cents

tector of the current praces mint, is the c	CHEN.
Haikwan 1897.	taels
Hong Kong 90,125,887	97,214,017
Great Britain 40,015,587	34,962,474
Japan	27,376,063
India 20,068,183	19,135,546
United States 12,440,302	17,163,312
Continent of Europe 11.800.974	10,852,788
Macao 3.514.878	3,347,717
Straits Settlements 2.855,586	2,620,128
British America 6,504,019	1.964.914
All other countries 2,845,294	4,108,438
Grand totals	218.745.347

The principal imports into China from the United States are cotton goods, kerosene oil, flour, pre visions, railway material and engines, manufactures of iron and steel, manufactures of wood and manufactured tobacco. The report of the Inspector General of Customs of China contains statements from the Customs Commissioners at the various ports and from the statistical secretary of the customs service, which, as is well known, has been for many years administered by natives of England selected for that service by the Chinese Government because of their familiarity with customs laws and commercial methods throughout the world. These reports, relating to the commerce of the year 1898, comparing it with that of previous years, contain many interesting statements show. ing the gains which American products are making in the import trade of the empire.

The statistical secretary, F. E. Taylor, in his

general report on the commerce of China for 1898, says:

The value of the trade in cotton piece goods has remained practically stationary for three years, but there are certain movements in the trade which deserve attention. Dutch goods are rapidly losing ground; Dutch sheetings have disappeared; they cannot keep pace in price or quality with those of the United States. Japanese sheetings show an immense decline, said to be due to inequality of texture, which handleaps them in competition with American goods. Manchester can no longer compete with the United States in the importation of drills, Jeans and sheetings, owing to the lower prices at which the latter country can land this class of goods in China. White and refined sugar and American flour are being bought more freely, which, as indicating increased ability to purchase luxuries, may be taken as a sign of prosperity.

Customs Commissioner Hughes, of Kiuklang.

Customs Commissioner Hughes, of Kiukiang speaking of the progress in the kerosene oil trade

The American oil still maintains its supremacy, and judging by our figures of the last two years seems to be leaving its Russian rival further and further in the background. Customs Commissioner Rocher, of Shanghai,

There was a small decrease in the quantities of cotton goods imported, excepting in the case of some American makes, which are steadily making their way and rule the market in the north. They can, quality considered, defy the competition of their older rivals.

Customs Commissioner Moorehouse, of Amoy writes:

Imports of American flour increased considerably, 98,898 piculs being consumed, as compared with 52,988 in 1897. American flour can be laid down at a less cost than flour ground locally from native wheat.

Customs Commissioner Farago, of Chinkians, notes the general falling off in imports at that port, and says:

American drills and Italian cloths remain the solitary exceptions to the universal decline. Customs Commissioner Walter Law, of Newchwang, writes:

Both American drills and American sheetings have come into great favor here, the demand for them having become quite phenomenal. Customs Commissioner Hippisley, of Tientsin,

The traports show a net value of \$2,600,000 taels, or 2,400,000 taels over that of 1887. Cotton piece goods advanced from 14,750,000 taels to 15,000,000 taels, all of which is practically due to increased receipts of American makes, which now represent about one-half of this branch of the trade.

CONVENTION OF MECHANICAL ENGINEERS.

A convention of the American Society of Mechanical Engineers will be held in this city next It will open at 9 p. m. on Tuesday, December 5, in the society's parlors, No. 12 West Thirty-first-st., when the annual address will be delivered by the president, Rear Admiral George W. Meiville. Wednesday morning will be devoted to business, and Wednesday evening to the reading of papers. Thursday morning and afternoon will be filled up with the reading of more papers and a visit to the power plant of the Waldorf-Astoria. On Thursday evening there will be a re-ception at Sherry's, and Friday will bring the con-vention to a close.

MERCHANTS' ASSOCIATION MAKES SOME SUG-GESTIONS TO THAT END.

FOR BETTER POSTAL PACILITIES.

The Merchants' Association has had in hand for some time a general plan for the betterment of the postal facilities of this city and of its sister cities throughout the United States, and last week it wrote a letter to Postmaster Van Cott saying that since it was desirable that the subject should be presented to Congress before its action upon the next Postal Appropriation bill, they proposed to present the needs of the local service in detail to the New-York delegation in Congress, in order that through tuem the subject might be properly represented to the Postal Committee and Appropriation Committee. In order that the association might do this to the best advantage, they said to Mr. Van Cott: "We shall be pleased to have from you a statement as to the postal needs of this city, espe-cially with reference to the following items, which our previous study of the subject and recent suggestions that have been made to us, show to be of

probable importance: "An annex to the present Postoffice building especially devoted to the handling of second class mail matter. It has been suggested that a separate building for this class of matter, in the neighborgood of the Grand Central Station by preference. would remove one cause of the congestion nor

"Extension of the present pneumatic tube service to give access to all branch postoffices as far north as Harlem.

'An increase of the carrier service to correspond "An increase of the carrier service to correspond with the bulk of mail matter and frequency of delivery now imposed upon them.

"The separate apportionment of funds for the handling of foreign mail matter transmitted through this office—but not originating in it—whose expense should not properly be charged against the cost of the postal service of this city.

"The substitution for the present street mail boxes, which frequently become choked by comparatively few letters, of improved forms of boxes free from this defect."

Postmaster Van Cott replied that he would give the matter his early attention.

SOUTHERN PACIFIC EARNINGS. San Francisco, Nov. 19 .- The Southern Pacific

Balleoad Company vesterday filed its report with the State Board of Railroad Commissioners for the year ending June 30, 1899, together with the annual report of the Central Pacific and the several proprietary and leased lines embraced in the system.

The gross earnings of all the lines of the Southern Pacific increased to \$43,766,949. The operating expenses are \$27.464,879, thus making the income \$16,302,069. Receipts from other sources amounte to \$1,986,495, which swells the total income to \$18. 198,596. After paying taxes, interest on the funded debt and other charges there was left a net in-come of \$186.711. The surplus of the company on June 30 amounted to \$9,119,495. The Central Pacific's income is \$6,659,048.

The Southern Pacific Company reports a change in the list of directors which has been kept a secret for some time past. Neither William H. Crocker nor Edward Searles is mentioned as a member of the directorate. In their places are given the names of Vaughan M. Cayne and E. H. Pardes, of New-York. There are 300 stockholders in the Southern Pacific Company.



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